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WEDNESDAY, MARCH 20, 1907.

Constructive Interpretation.

That eminent defender of the Constitution,
Col. George Harvey, has been roused to
righteous wrath by what he conceives
to be an endeavor on the part of the
administration to enlarge the boundaries
of Federal power through constructive
interpretation of our fundamental law. He
perceives in President Roosevelt the sinister
agent of a terrible conspiracy to
wrench from the States the last shreds of
their sovereignty, and to erect in Wash-
ington a government swayed by the will
and purpose of a single man, whose com-
mands shall be law to the uttermost parts
of the Union, and whose jurisdiction shall
reach the entire gamut of governmental
regulation.

Mr. Roosevelt, to Col. Harvey's mind,
is the inspiring genius of the impending
revolution; but the game of constructive
interpretation is one that other Presidents
may play at. The most notable Federal-
ists of the day are to be found outside
the White House and the State Depart-
ment. They are the presidents of our
great railway systems, the gentlemen
who are ready and willing to submit their
properties to Federal regulation of a
character almost undreamed of a few
decades ago, if only the States may be
stripped of their concurrent power of
regulation. Constructive interpretation is
the ready weapon our railway statesmen
find to their hand. One of the ablest of
them, President Stickney, of the Chicago
Great Western, to quote an illustration,
has begun suit in the United States court
at St. Paul to enjoin the Minnesota Rail-
road Commission from enforcing freight
rates established by it in pursuance of
State law. Mr. Stickney holds that the
freight rates fixed by the commission,
though applying to commerce within the
State solely, constitute an interference
with interstate commerce, inasmuch as
they tend to reduce the revenues of the
railroads and destroy their efficiency as
carriers of interstate commerce. The con-
trol of the railroads, Mr. Stickney main-
tains, should be left to the Federal gov-
ernment, and should be exercised without
any interference, directly or indirectly,
from the States.

Should the Supreme Court of the United
States uphold the contention of Mr. Stick-
ney and nullify the power of a State
railroad commission to fix intrastate
rates on an interstate railway system,
the decision would immensely increase the
scope of Federal power to regulate com-
merce among the States, in effect extend-
ing it so as to exclude State regulation
of common carriers under the
jurisdiction of the Interstate Commerce
Commission. That our railway states-
men are desirous of some such construc-
tive interpretation of an already over-
burdened clause of the Constitution is
sufficiently obvious from the tenor of their
statements to the press. The reserved
rights of the States are no longer to their
liking.

Would Col. Harvey impute the conver-
sion of our railway presidents to Federa-
lism to the alleged Rooseveltian con-
spiracy for the overthrow of the Constitu-
tion? Whatever its cause, it is one of the
most striking events in our political an-
nals, and may contribute some remark-
able chapters to our constitutional his-
tory.

It is rather curious, and the comings
and goings of the engineers may have
nothing in the world to do with it, but it
will be observed that the steamship com-
pany confine their advertisements almost
exclusively to round-trip rates to Panama.

The Most Popular Sovereign.

To answer the question, "Who is the
most popular President among all of the
Americans?" would not be easy. Some
would say President Roosevelt; others
President Diaz. American Presidents are
not given to visiting among themselves,
touring other lands than their own, or
otherwise coming in contact with one
another. Nevertheless, a vote for "the
most popular President" would result in the
choice of Roosevelt or Diaz.

But when the question resolves itself
into "Who is the most popular sovereign
in Europe?" instantly the answer—King
Edward of England—comes to the mind
and lip. Of all wearers of the royal pur-
ple and fine linen, his most gracious
majesty of our mother country easily
leads all the rest. It has been said of
King Edward that he "reigns but does
not rule." This is true, of course, in a
certain sense, but far from being a fact
in its entirety. Directly, the King is an
unknown quantity, little more than a rub-
ber stamp, as it were. Indirectly, through
his great social sway—imperious and
automatic in the extreme—he wields a
mighty and a potent influence upon the
affairs of the realm.

Edward is the most tactful of men. He
long ago realized that he was to be, when
king, a mere figurehead, so far as active
participation in the politics of the nation
is concerned. A mind of such subtle
construction—a diplomat of the first water,
by nature—could not, in the nature of
things, rest content with that. Therefore
he cleverly fortified himself within the
mighty confines of his social position,
strengthened its ramifications, and ex-
tended its prerogatives, until to-day he
wields a sway equalled by very few sov-
ereigns, and holds, in consequence, the
indirect reins which certainly and surely,

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Edward has made himself popular, and
therefore, doubly powerful. His com-
mand and advice are sought by the mightiest
of his brother sovereigns. The most
democratic of kings, ruling the most
democratic of kingdoms, he is a factor of
the most immense importance in the en-
tire European concert. His reign, which
will necessarily be brief, as those things
go, bids fair to be illustrious, for all of
that. He would have doubtless chosen,
had the option been presented, a more
direct authority over the political move-
ments of his day than any monarch in
his heart, he sometimes longs for the
ancient glories and powers of the Crown.
As it is, however, he has made the most
of his opportunities, and has won an in-
fluence for himself that will hardly ever
again be held by any king of England.

If the railroads would only obey all law
in the same manner that they obey the
anti-trust law, what a glorious country
this would be.

Chicago's Mayorality Campaign.

Chicago, now in the throes of its annual
municipal campaign, is witnessing the
usual pyrotechnics. Mayor Dunne, in
courteously declining the services of Hon.
William Jennings Bryan, subjected him-
self to no little criticism for an act that
should, we think, have been universally
approved. His day and his political mes-
sage is involved in this struggle, and no valid
reason exists for the participation in it
of any outsider.

The problems to be solved are local
wholly. Chicagoans, whatever their other
shortcomings, are given to independent
thought and action in such crises. This
to their high credit. Municipal upheavals
are not uncommon out there. Often the
tendencies are in the wrong direction;
but the readiness with which voters of
both parties split up over local questions
should challenge the admiration of all
who are interested in good government,
and might well be emulated in every city.
Mayor Dunne, in rejecting the offer of as-
sistance from so high a quarter, displayed
a sense of propriety that ought unques-
tionably to strengthen him in his fight for
official life. Defeat, if it come to him,
will be all the more creditable under the
circumstances.

In contrast to some extent, is the
course of his opponent, Postmaster
Russell, in inviting—yes, even imploring—
the active participation of Gov. Deneen
in the contest. The Chicago Evening
Post editorially proclaims its joy over
the announcement that the governor is to
take the stump. It counts heavily upon
the following which he will control. His
potency, perhaps, is not overestimated.
He may do everything that is expected of
him, and more. But, after all, would it
be more fitting for him to devote him-
self to his "official duties"? The gov-
ernors who to-day are conspicuously
in the limelight—and there are, we are
glad to say, a number of them—are those
that are devoting themselves to the big
affairs of their States. Gov. Deneen may
help his party, but will he help himself
by taking the stump in this contest?

People who are given to telling things
out of school ought to employ Henry
James' methods of expression when do-
ing it.

The Seat of the Trouble.

One phase of the railroad question of
very great significance has been generally
left out of consideration alike by legisla-
tors, executives, and the public. That is
that the real railroad constructors and
managers are not the men who are re-
sponsible for the abuses from which the
public has suffered, and to correct which
an excess of zeal in many States is threat-
ening serious trouble to the transpor-
tation interests. As a rule, the men whose
energy, capital, and constructive genius
have been devoted with such marvelous
results to the development of the vast
transportation systems of the country are
not and have not been exploiters of the
public. Their interests have been too in-
timately identified with the welfare of
these sections of the country in which
their railroads are such important fac-
tors of development to permit them to
adventure upon ruthless schemes of ex-
ploitation. It has remained for the Jay
Goulds of the past and the Harrimans of
the present to do this. There is no essen-
tial difference in methods. A primary
feature in former days was to wreck
a struggling railroad property in order
the easier to exploit it. As a result
of this, hardships were imposed upon
every interest dependent upon the rail-
road involved for stable and orderly pro-
gress. Fluctuating freight rates, rebates,
irregular train schedules, responsibility
without authority with which titular
managers were hampered, and a host of
other noxious evils sprang up, to the
grivous hurt of the wrecked railroad's
public. These placed burdens upon the
carrier's earning power that crippled its
activities and demoralized its manage-
ment. A natural consequence was a con-
dition of armed neutrality between the
railroad and the community that in-
advised legislation which inflicted harm
upon all the roads alike.

In that era the men who built and man-
aged the railroads suffered, just as their
successors are suffering to-day under the
manipulation of the "high financiers." The
play of the forces controlled by the
railroad exploiters of the present time are
broader in their sweep than were those
controlled by their progenitors of the past
generation. Mainly, if not wholly, on
this account the railroad problem has be-
come national, and its solution transcends
the legitimate functional capacity of the
States. We venture the assertion that if
it were practical to check and destroy the
evils of "high finance" and restore the
railroads to the control of their share-
holders and managers, the existing popu-
lar ferment would soon be stilled and a
feeling of amity would grow up between
the roads and the public.

Obviously the ultimate effect of Presi-
dent Roosevelt's policy will be to give
the power of the railroad exploiters and
turn the management of the roads back
to the men whose trained skill has devel-
oped them and whose sole concern is to
so manage them as to conserve on the
one hand the interests of their share-
holders and on the other the interests of
the public. To this end the exposures
already made by the Interstate Commerce
Commission are tending, and they will
eventuate in creating a sane and whole-
some public opinion that will sustain resolu-
tely the President's course. President
Roosevelt has shown his determination to
get at the seat of the trouble by consult-
ing railroad managers like B. F. Yoakum
and C. S. Melien.

Any prophet would be justified in re-
fusing to predict who will win the re-
duras-Nicaragua set-to, in the absence
of knowledge as to the style of typewriter
employed by the respective leaders.

Perhaps It Was, Anyway.

Of course, all of this talk about Mr.
Roosevelt calling various governors to
the White House for consultation con-
cerning a Taft boom is absurd. And if
it were true, he would doubtless prefer
to consult with the governor of California
over long-distance phone.

A French scientist declares that every
type of man has at least six counter-
parts in the world. However, there will be
no complaint registered if some of the
counterparts stay lost in the woods.

The Baltimore Sun is very much sur-
prised to find that the kidnapping of
young Marvin is one Delaware outrage
that hasn't been charged up to Addicks.
The only answer is that no one has
thought of it.

A Little Nonsense.

How to Get Rich.
You ask me how I grabbed my "mon."
I grabbed it by the throat.
You need a dime.
I'll gladly take a drink with you
Whenever we meet.
But that's as much as I will do—
I never treat.

Yet you have treated me, we'll say,
From time to time.
Mayhap it comes about some day
You need a dime.
But to request the coin of me,
My worthy friend,
Will be a waste of breath. You see,
I never lend.

I've had my rules for many years!
Perhaps you want
Some aid to dry the scalding tears
Of paupers gaunt.
No painful tales before me put
Of how they live.

I'm sorry for the starving, but
I never give.

Lenten Styles.
"The fashionable people just now are
wearing sackcloth."
"Yes, I'm wearing with ashes."
"Quite so. Anything new in ashes this
year?"

Putting Him Right.
"Hello, Jinks!"
"Hello!"
"I hear you are living in a boarding-
house."
"You heard wrong. I'm boarding in a
boarding-house."

Pay, Pay, Pay!
We're up against it now for fair!
"Tis very true."
Each man must buy his hank of hair
An Easter hat!

Love's Euphemism.
"Grace tells me her fiancé has a chest-
nut beard."
"The last time I saw him he had red
whiskers."

Our Language.
"I don't seem to be able to contract any
new bills."
"What are you going to do?"
"Try to expand some of the old ones."

Sticking to the Subject.
"She has enormous feet."
"But she's a very, very clever girl."
"She must be. A horse with feet like
that would interfere."

Alternating Currents.

From the Chicago Record-Herald.
The Magnate's Daughter.
"Your father's wealth," said he,
"As great as it may be,
Serves not to lend to you
A single charm! The blue
Of your deep, soulful eyes,
The gleam that lights your face,
Upon your cheek; the rare,<
Soft richness of your hair;
Your wondrous, matchless grace;
The beauty of your face—
For these things, which alone
I'd claim you as my own,
As high as any man,
Your father's wealth has not
A single charm for me.
If it had been your face,
To have to toil, I vow
That as I love you now
I'd love you still. His gold
Aids nothing to your charms,
Though he were poor, I'd fold
You gladly in my arms—
Aye, were he plunged in shame,
I still would kneel to claim
That which is yours alone,
And ask for nothing more!"

The maiden heaved a sigh
And pondered for a while,
And then, disdaining guile,
Vouchsafed this sane reply:
"You're doty, or you lie!"

All That Was Necessary.
"I will expel you," said the poet, who
was having his poems published at his
own expense, "but look after the matter
of having the book copyrighted."
"Oh," replied the publisher, "that won't
be necessary. I'll just insert a line
saying: 'He who steals my verse steals
trash.'"

An Insulting Landlord.
"The stairs are rather narrow," said
the lady who was looking through the
flat, "and as we have a baby—"
"A baby?" exclaimed the agent. "Then
there's no use considering the matter any
further. Children are not allowed in this
building. I thought you understood that."

Very Likely.
"Is there really a man in the moon,
auntie?" asked little Ethel.
"I don't know, dearie," replied Miss
Wellalong, "but even if there is he's
probably a crusty old bachelor, who be-
lieves in race suicide."

Expenditures of College Men.

From the Brooklyn Eagle.
Human nature is the same in college as
elsewhere. The man who spends a great
deal of money gets talked about to an
extent out of all proportion to his influ-
ence in the community. The expenditures
of rich college men have been talked
about more than those of their families
at home, because spending much money
at college is a new thing in this country
and a comparatively rare thing. The
talk about it has tended to create the
impression that the large colleges are
place for poor boys, which is very far
from the fact. The colleges are organ-
ized to give special advantages to man-
hood and capacity, and that is quite as
true of the large colleges as of the small
ones.

But We Drink Champagne Up Here.

From the Houston Post.
The street cleaning department of
Washington is investigating the feasibility
of making alcohol from garbage. Well,
if that doesn't pack the Washington
water wagon nothing will.

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From the Charleston News and Courier.
"Harriman wants to be a Caesar," says
the Atlantic Constitution, as though he
were not already a Seizer.

A Simple Mother.

"I'm worried of the child," quoth she,
"Henderson the simple life for me.
Methinks it would be very wise
To take my breakfast ere I rise—
(N. B.—Her mother brought it up!)

"And when I'm dressed," thus spoke the maid,
"I'll be to the elm tree's shade,
And with a book there I will find
Sweet rest and comfort for the mind."
And to it she went, and did read.
(N. B.—Her mother made her bed.)

"A dainty lunch will suit me best—
Salad with oil of Lucina dressed;
No steaming soup, no heavy roast,
But broiled spring chicken served on toast."
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A good night's rest I'll have I know,
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Our Destiny in Cuba.

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The United States inherited a great
deal of trouble when it pulled Cuba from
the grip of Spain. It has been an ex-
pensive and in some respects a thankless
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plishing their own ruin. But no other
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Men and Things.

A Taft Trust-buster.
For more than a year one of the Taft
brothers—Henry W. the New York law-
yer—was employed by the government as
a trust-buster, and he may be yet en-
gaged in that work. Soon after the cam-
paign of 1904 the Department of Justice
undertook an investigation of the tobacco
trust, and the Secretary of War's
brother was employed by the then At-
torney General, Mr. Moody, now Asso-
ciate Justice of the Supreme Court, to
have general supervision of the work. He
directed the investigation from his offices
in New York, and his agents collected a
vast amount of material upon which the
department is understood to have based
quite a number of suits, only one of
which has as yet been tried in the court
of first instance. Mr. Taft personally
conducted the prosecution of this suit,
and as it is said, others are still com-
templated, it is presumed that when they
are brought before the courts he will
again appear as the government's chief
counsel. His work, while not as yet de-
cisive, is highly regarded by the President
and the attorneys connected with the De-
partment of Justice.

It is suggested that it is these pro-
posed suits, instead of his brother's Presi-
dential boom, that bring the New York
Taft to Washington so frequently, and
make him an especially welcome visitor
at the White House, where it is known
the tobacco trust is not popular.

Great Parade Leader.

There died at Chicago a few days ago
the greatest parade organizer and leader
in the United States—Gen. Joseph Stock-
ton. A hero of the civil war, Gen. Stock-
ton won his greatest renown as the grand
marshal of every notable parade in Chi-
cago for the past forty years. No big pa-
rade was ever "pulled off" in Chicago
without his assistance as the guiding
spirit and leader. His first great feat in
this peculiar line of public work was as
the organizer of the Chicago parades in
honor of the completion of the Pacific
Railroad in 1869. The next great parade
he organized and led was that in honor of
Gen. Grant's visit after the completion of
his tour around the world in 1878. An-
other big parade for which he was respon-
sible was in 1881, on the day that Presi-
dent Garfield was buried. Probably the
greatest procession he ever headed was
the grand parade in honor of the celebra-
tion of the opening of the World's Columbian
Exposition. Gen. Miles was nominally the
head of it, but Gen. Stockton did the real
work. The sound-money procession in
Chicago at the crisis of the campaign of
1896 was the biggest one he ever organ-
ized. More than 80,000 persons were in
line, and it took the parade nearly five
hours to pass a given point.

Gov. Guild's Father.

The father of Gov. Curtis Guild, of
Massachusetts, celebrated his eightieth
birthday last week, and at the round of
pleasures attending it he was declared to
be the spriest member of the party. He
has been an editor in Boston more than
fifty years, and although the daily news-
paper he built up is now under the man-
agement of his sons, he still is in the har-
ness, and visits the office nearly every
day to write and advise. When his son,
the governor, was inspector general
of the Seventh Army Corps in Cuba, under
Gen. Fitzhugh Lee, the father had a spell
of sickness, upon hearing of which Col.
Guild hastily tendered his resignation by
cable from the army and hurried to Bos-
ton. Upon arriving there he found his
father sitting at his editorial desk writing
an editorial commending the work of the
army in Cuba. When he learned that his
son had resigned from the military service
without notifying him of his intention to
do so, the old gentleman declared his pur-
pose to come immediately to Washington
and apply for the vacancy created by the
resignation of the son, who is now gov-
ernor.

Shaw Preparing to Fight?

Interesting stories are coming to Wash-
ington from New York concerning the
alleged attitude of Leslie Mortimer Shaw,
erstwhile Secretary of the Treasury and
now president of the new Carnegie Trust
Company, toward the occupant of the
White House, and retained for it for
other than a trifling sum. Reports have it
that Mr. Shaw has joined the ranks of the
Roosevelt opposition, and is one of the
most outspoken critics of the Presi-
dent's achievements and policies. In a
speech delivered Tuesday night at the
banquet of the South Carolina Society
for former Secretary of War Shaw remain-
ing employed expressions which seem to give
credence to the rumors. This situation
may probably lead to revelations of past
Cabinet conditions that will afford inter-
esting reading. It now stated that
more than a year ago Mr. Shaw had
made up his mind to quit the Cabinet
and publicly proclaim as his reason for so
doing that he was not permitted to exer-
cise his best judgment in dealing with
certain three-fifths money stringencies
in Wall Street. Furthermore, it is said
that he rushed to the White House late
one afternoon, and while aware was hot
upon him, expressed his mind with great
freedom to the President, who, in turn,
Chief Magistrate of his duty to be re-
lieved at once of the Treasury portfolio.
The President controlled his temper, lis-
tened patiently to the plaint of his Cab-
inet officer, and then coolly replied that
he had no objection to Mr. Shaw remain-
ing at the head of the Treasury for fully
another year; that if his resignation
should be offered it would not be ac-
cepted, but that at the end of the time
he had been in the Treasury he would be
expected to retire so that Mr. Cortes
might take charge of the Treasury. The
next day formal announcement was made
to the country that Mr. Shaw would re-
main in the Cabinet only a year longer.